


Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

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1. (Currently amended) A hydropneumatic, level-regulated axle suspension for the front and rear axles on vehicles, comprising: two double-acting hydraulic suspension cylinders, whose cylinder spaces are each connected to a first pressure accumulator and whose annuli on the a piston side are connected to a second pressure accumulator, wherein the axle suspension for the front axle (39) and the rear axle (40) is designed as a reversible double-function axle suspension, so that each axle (39, 40) is switchable as an oscillating axle (in the a cylinder transverse combination) or as a stabilizing axle (in the a cross combination).
 2. (Canceled)
 3. (Original) The axle suspension according to Claim 1, wherein the switching is alternating, so that switching one axle as an oscillating axle results in simultaneous switching of the other axle as a stabilizing axle.
 4. (Currently amended) The axle suspension according to Claim 3, wherein the rear axle of the vehicle is switched as the stabilizing axle and the ~~reduced-load~~ front axle of the vehicle is switched as an oscillating axle when there is a lower axle load on the front axle of the vehicle, and the rear axle is switched as an oscillating axle and the ~~loaded~~ front axle of the vehicle is switched as the stabilizing axle when there is a lower axle load on the rear axle of the vehicle.
 5. (Original) The axle suspension according to Claim 1, wherein the axle suspension of the stabilizing axle is blocked by isolating the suspension accumulator.

6. (Currently amended) The axle suspension according to Claim 1, wherein the cylinder spaces (4, 5) of the suspension cylinders (2, 3) of an axle (39, 40) are each connectable to ~~their own~~ a separate accumulator (10, 11).

7. (Original) The axle suspension according to Claim 6, wherein the cylinder spaces (4, 5) of the suspension cylinders (2, 3) are connectable to an additional accumulator (21).

8. (Original) The axle suspension according to Claim 6, wherein the annuli (6, 7) of the suspension cylinders (2, 3) are connectable to a common accumulator (18).


9. (Original) The axle suspension according to Claim 7, wherein the annuli (6, 7) of the suspension cylinders (2, 3) are connectable to a common accumulator (18).

10. (Currently amended) The axle suspension according to Claim 1, wherein the cylinder space (4, 5) of one suspension cylinder (2, 3) and ~~its~~ communicating accumulator (10, 11) are connectable to the annulus (7, 6) of the other suspension cylinder (3, 2).

11. (Original) The axle suspension according to Claim 10, wherein the accumulator (18) of the annuli (6, 7) and the additional accumulator (21) of the cylinder spaces (4, 5) are blocked.

12. (Currently amended) The axle suspension according to Claim 1, wherein hydraulic shock absorber elements (14, 15) are inserted into ~~the~~ connecting lines (12, 13) to the accumulators (10, 11).

13. (Original) The axle suspension according to Claim 1, wherein switching from oscillating axle suspension to stabilizing axle suspension is done as a function of the pressure in the cylinder spaces (4, 5).

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14. (Original) The axle suspension according to Claim 1, wherein the switching is done at approximately the same pressures in the cylinder spaces (4, 5) and in the annuli (6, 7) of the same suspension cylinders (2, 3).
15. (Original) The axle suspension according to Claim 1, wherein the design of front and rear axle suspensions is identical.
16. (Currently amended) The axle suspension according to Claim 1, wherein the axle (39, 40) may be at least one of secured and pressed against the stops for the purpose of blocking the suspension ~~and may also be secured if necessary.~~
17. (Currently amended) The axle suspension according to Claim 1, wherein ~~the~~ blocked accumulators (18 and 21) are regulated and kept at ~~the~~ a switchover pressure level by a pressure regulating valve (24).
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